

# Exhibit C

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**Environmental Commitments Record/Mitigation Monitoring and Reporting Program  
for the State Route 1/Rio Road to Carmel Valley Road Operational Improvement Project**

No.	Avoidance, Minimization, and/or Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and/or Mitigation Measure	Date
<b>TRAFFIC AND TRANSPORTATION PEDESTRIAN AND BICYCLE FACILITIES</b>					
1	<p>The Traffic Management Plan will be prepared by the California Department of Transportation (Caltrans) in consultation with the County prior to completion of Plans, Specifications, and Estimates, and will consist of but not be limited to the following standard measures to alleviate traffic inconvenience caused by construction activities:</p> <ul style="list-style-type: none"> <li>• <b>Traffic Control:</b> This project will require traffic control elements such as lane/shoulder closures and temporary signing/stripping on local streets and State Route 1.</li> <li>• <b>Construction Zone Enhanced Enforcement Program:</b> Through coordination with Caltrans and the California Highway Patrol, this program was developed to provide a safer work zone for construction workers and the motoring public. The program uses two California Highway Patrol officers who enforce lane closures and also provide a visual deterrent to errant/speeding vehicles.</li> <li>• <b>Public Awareness Campaign:</b> Although the majority of the major closures will occur at night, vehicles traveling through the construction zone will likely experience longer than normal delays. To reduce these delays and confusion to the motoring public during construction activities, the County, in conjunction with Caltrans, will implement a public awareness campaign. The purpose of the campaign is to keep the surrounding community abreast of the project's progress and construction activities that could affect its travel plans. The use of mailers/flyers, local newspaper advertising, local radio information, and public meetings, as appropriate, should be effective tools for disseminating this information.</li> <li>• <b>Signing:</b> Post information signing on State Route 1 and the local arterials prior to and during construction to inform motorists of delays, ramp closures, and alternate travel routes.</li> </ul>	RMA – Public Works & Facilities	Submit for review and approval prior to commencing construction		

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	<ul style="list-style-type: none"> <li><b>Pedestrian, Americans with Disabilities Act, and Bicycle Access:</b> Provide a pedestrian detour plan to accommodate sidewalk closures. Pedestrian, Americans with Disabilities Act, and bicycle access would be accommodated during construction activities.</li> </ul>				
<b>VISUAL AND AESTHETICS</b>					
2	<b>Trees.</b> Impacts to existing trees would be minimized to the greatest extent possible. Measures may include slope-warping and the construction of retaining boxes to protect root crowns and root zones.	RMA – Public Works & Facilities	Submit for review and approval prior to commencing construction		
3	<p><b>Landscape Plan.</b> A landscape plan would be prepared for review and approval by the California State Parks and Caltrans landscape architect. The landscape plan would show the following: A minimum of 25 oak trees would be planted from at least 15-gallon container size. The planting would conform to Caltrans planting and other policies, including the Caltrans Highway Design Manual, Topic 902, and the Caltrans Highway Planting Standards and Guidelines. Each tree would be supported by wooden tree stakes.</p> <p>Oak tree planting would be located on California State Parks property, northeast of the intersection of Highway 1 and Rio Road. At least half the oak trees would be planted within the "tree planting location" marked on the Conceptual Geometric Plan (Appendix B, Grading Plan) included in this report. The trees would be planted in a naturally appearing pattern with an undulating perimeter. The remaining oak trees would be planted as directed by the California State Parks, within 900 feet north of Rio Road. Replanting of black cottonwoods and willows will be at a 3:1 ratio. Replanting would be located along the eastern edge of the infiltration ditch to be built along the eastern edge of Highway 1, north of Rio Road.</p> <p>A minimum 3-year plant establishment period would be included in the contract for all new tree planting. During the plant</p>	RMA – Public Works & Facilities	Submit for review and approval prior to commencing construction		

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	establishment period, all trees would be maintained in a healthy condition if any tree becomes unhealthy or dies during that period, the tree would be replaced. Prior to construction of the project, California State Parks and the County of Monterey would enter into a maintenance agreement that assigns the responsibility for the planting and establishment of the trees to the County of Monterey and the maintenance of the trees after the plant establishment period to the California State Parks.				
4	<b>Construction and Staging Areas.</b> Construction staging areas or storage yards would be located within County and State rights-of-way, and construction access and staging would be within the maximum project footprint.	RMA – Public Works & Facilities	Submit for review and approval prior to commencing construction		
5	<b>Construction Plan.</b> The project would be constructed in accordance with California Department of Transportation Standard Specifications, which include measures to reduce visual impacts, noise impacts, and air pollution emissions during construction. A staged construction program would be implemented to allow for the continuation of local circulation through the project area during construction of the project.	RMA – Public Works & Facilities	Submit for review and approval prior to commencing construction		
<b>WATER QUALITY AND STORMWATER RUNOFF</b>					
6	The County and Caltrans will ensure that the contractor develops and implements a Storm Water Pollution Prevention Plan during project construction to prevent water pollution during construction. The Storm Water Pollution Prevention Plan would be consistent with Caltrans Storm Water Pollution Prevention Plan and Water Pollution Control Program Preparation Manual. Construction site best management practices, such as erosion and sediment control best management practices, detailed in the Storm Water Pollution Prevention Plan would be implemented during construction.	RMA – Public Works & Facilities	Submit for review and approval prior to commencing construction		
7	The County would incorporate design pollution prevention best management practices into the project to ensure that the	RMA – Public Works & Facilities	Submit for review and		

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	project does not cause off-site erosion and that the project site is permanently stabilized. The proposed project's design pollution prevention best management practices will be designed so that storm water runoff either infiltrates to land or to the Carmel River through vegetated swales (an indirect discharge to surface waters) so as not to be directly connected to the watershed.		approval prior to commencing construction		
<b>HAZARDOUS WASTES OR MATERIALS</b>					
8	<p>Lead-containing soil would be handled and disposed of in accordance with Caltrans guidelines and the California Health and Safety Code. Test and remove any yellow traffic striping and pavement- marking material in accordance with SSP XE 15-300.</p> <p>Prior to construction, determine whether removal of groundwater will be required during construction of the project. At this time dewatering is not anticipated. Any dewatering will require compliance with the State General Permit or an individual permit from the Regional Water Quality Control Board, Central Coast Region, consistent with National Pollutant Discharge Elimination System requirements. The Regional Water Quality Control Board will decide which permit is applicable and whether sampling is required once it receives and reviews the Notice of Intent.</p> <p>Prepare a site-specific Health and Safety Plan consistent with Caltrans requirements to address contact, handling, and disposal of potentially contaminated groundwater and soil, if applicable. The plan would include:</p> <ul style="list-style-type: none"> <li>• Identification of key personnel</li> <li>• Summary or risk assessment for workers, community, and the environment</li> <li>• Air monitoring plan</li> <li>• Emergency response plan</li> </ul> <p>Unless tested, any leaking transformers observed during the course of the project should be considered a potential PCB hazard and</p>	RMA – Public Works & Facilities	Submit for review and approval prior to commencing construction		

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	<p>should be handled accordingly.</p> <p>To notify and ensure that the utility owners mark the locations of underground transmission lines and facilities, call the Underground Service Alert of California at 1-800-227-2600 at least two working days prior to subsurface excavation, per Government Code, Section 4216.2 (a).</p> <p>If suspect hazardous waste or underground tanks are encountered during construction, the contractor would stop work and follow the procedures outlined in Appendix D, Caltrans Unknown Hazards Procedures for Construction.</p>				
<b>AIR QUALITY</b>					
9	<p>Fugitive particulate matter less than 10 microns in diameter Management Measures Techniques (employ as applicable):</p> <ul style="list-style-type: none"> <li>• Reduce the amount of disturbed area where possible.</li> <li>• Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 miles per hour. Reclaimed (i.e., nonpotable) water should be used whenever possible.</li> <li>• All dirt stockpile areas should be sprayed daily as needed.</li> <li>• Permanent dust control measures identified in the approved revegetation and landscape plans should be implemented as soon as possible following completion of any soil-disturbing activities.</li> <li>• Exposed ground areas that would be reworked more than one month after initial grading should be sown with a fast-germinating native grass seed and watered until vegetation is established.</li> <li>• All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the Monterey Bay Unified Air Pollution</li> </ul>	RMA – Public Works & Facilities	Submit for review and approval prior to commencing construction		

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	<p>Control District.</p> <ul style="list-style-type: none"> <li>• All roadways, driveways, sidewalks, etc., to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading, unless seeds or soil binders are used.</li> <li>• Vehicle speed for all construction vehicles should not exceed 15 miles per hour on any unpaved surface at the construction site.</li> <li>• All trucks hauling dirt, sand, or other loose materials are to be covered or should maintain at least 2 feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code Section 23114.</li> <li>• Wheel washers should be installed where vehicles enter and exit unpaved roads onto streets, or trucks and equipment leaving the site should be washed.</li> <li>• Streets should be swept at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible.</li> <li>• The Contractor or builder should designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off site. Their duties would include holidays and weekend periods when work may not be in progress. The names and telephone numbers of such persons would be provided to the Monterey Bay Unified Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading of the structure.</li> </ul>				
10	<p>Standard Minimization Measures for Construction Equipment</p> <ul style="list-style-type: none"> <li>• Maintain all construction equipment in proper condition according to manufacturer's specifications.</li> <li>• Fuel all off-road and portable diesel-powered equipment, including, but not limited to, bulldozers, graders, cranes,</li> </ul>	RMA – Public Works & Facilities	Submit for review and approval prior to commencing construction		



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	<p>loaders, scrapers, backhoes, generator sets, compressors , and auxiliary power units, with motor diesel fuel certified by the California Air Resources Board (nontaxed version suitable for off-road).</p> <ul style="list-style-type: none"> <li>Maximize, to the extent feasible, the use of diesel construction equipment meeting the California Air Resources Board's 1996 or newer certification standard for off-road heavy-duty diesel engines.</li> </ul>				
11	<p>Discretionary Minimization Measures for Construction Equipment</p> <ul style="list-style-type: none"> <li>Electrify equipment where feasible.</li> <li>Substitute gasoline-powered for diesel-powered equipment where feasible.</li> <li>Use alternatively fueled construction equipment on site, where feasible, such as compressed natural gas, liquefied natural gas, propane, or biodiesel.</li> <li>Use equipment that has Caterpillar prechamber diesel engines.</li> </ul>	RMA – Public Works & Facilities	Submit for review and approval prior to commencing construction		
12	<p>Discretionary Activity Management Techniques</p> <ul style="list-style-type: none"> <li>Develop a comprehensive construction activity management plan designed to minimize the amount of large construction equipment operating during any given time period.</li> <li>Schedule construction truck trips during nonpeak hours to reduce peak-hour emissions.</li> <li>Limit the length of the construction work day if necessary.</li> <li>Phase construction activities if appropriate.</li> </ul>	RMA – Public Works & Facilities	Submit for review and approval prior to commencing construction		
<b>NOISE</b>					
13	To minimize the construction noise impact for sensitive land uses adjacent to the project site, construction noise will be regulated consistent with Caltrans's Standard Specifications "Noise Control," in the Standard Special Provisions. These	RMA – Public Works & Facilities	During construction		

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	<p>provisions follow:</p> <ul style="list-style-type: none"> <li>The contractor would comply with all local sound control and noise level rules, regulations, and ordinances that apply to any work performed pursuant to the contract.</li> <li>Each internal combustion engine, used for any purpose on the job, or related to the job, would be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine would be operated on the job site without an appropriate muffler.</li> </ul>				
14	<p>Additionally, since a well-informed public is much more likely to be tolerant of short-term construction noise, the resident engineer would:</p> <ul style="list-style-type: none"> <li>Notify surrounding residences in advance of the construction schedule through the local news media. The notice is provided to local newspapers, radio, and television by the Caltrans District 5 Public Information Office after they are notified by the resident engineer of the pending start of construction.</li> </ul>	RMA – Public Works & Facilities	Prior to construction		
15	<p>If noise complaints are received, or other circumstances dictate the need to further minimize temporary construction noise impacts, appropriate measures from this list should be implemented at the resident engineer's discretion:</p> <ul style="list-style-type: none"> <li>Limit all phases of construction to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday, as required by Monterey County ordinance;</li> <li>Shield especially loud pieces of stationary construction equipment when working in close proximity to residential areas;</li> <li>Locate portable generators, air compressors, etc., away from sensitive noise receptors;</li> <li>Limit grouping major pieces of equipment operating in one area to the greatest extent feasible; and</li> </ul>	RMA – Public Works & Facilities	Prior to and during construction		

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	<ul style="list-style-type: none"> <li>Use newer equipment that is quieter and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine vibration isolators intact and operational. Internal combustion engines used for any purpose on or related to the job would be equipped with a muffler or baffle of a type recommended by the manufacturer.</li> </ul>				
<b>BIOLOGICAL RESOURCES</b>					
16	To prevent any incidental impacts to natural communities immediately adjacent to the cut-and-fill area, installation and maintenance of environmentally sensitive area construction fencing around the willow riparian woodland and coastal scrub habitat would be installed prior to the commencement of construction activities. The environmentally sensitive area construction fencing would be maintained throughout the project and would be removed upon completion of construction.	RMA – Public Works & Facilities	Prior to construction		
17	<ul style="list-style-type: none"> <li>A qualified biologist will conduct preconstruction surveys for California red-legged frogs not more than 2 weeks before the scheduled start of construction. If California red-legged frogs, tadpoles, or eggs are found, all work would cease until the qualified biologist contacts the United States Fish and Wildlife Service (Service) to determine if formal Section 7 consultation is required. If consultation is required;</li> <li>Ground disturbance would not begin until written approval to proceed is received from the Service.</li> <li>Only the qualified biologist would participate in activities associated with the capture, handling, and monitoring of California red-legged frog during preconstruction surveys and ongoing monitoring throughout construction of the project.</li> <li>The qualified biologist would be present at the work</li> </ul>	RMA – Public Works & Facilities	Prior to construction		

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	<p>site until all California red-legged frogs have been removed, workers have been instructed, and disturbance of habitat has been completed.</p> <ul style="list-style-type: none"> <li>Exclusionary environmentally sensitive area construction fencing would be installed to exclude frogs from entering the work site.</li> <li>Before any activities begin, the qualified biologist would conduct a training session for all construction personnel. At a minimum, the training would include a description of the California red-legged frog and its habitat, the specific measures that are being implemented by the project to conserve the frog, and the boundaries within which the project may be accomplished.</li> <li>During construction, monitoring for red-legged frogs will be provided. Construction equipment will not be staged, stored, or maintained in the open barren area between the two willow patches or near the riparian habitat. Areas adjacent to riparian habitat will not be used for project-related activities.</li> <li>During project activities, all trash that may attract predators must be properly contained, removed from the work site and disposed of regularly. Following construction, all trash and construction debris must be removed from work areas.</li> </ul>				
18	<ul style="list-style-type: none"> <li>Bare soil will be landscaped with California Department of Transportation-approved seed mix from locally adopted species to preclude the invasion of noxious weeds. The use of site-specific materials adapted to local conditions increases the likelihood that revegetation will be successful and maintains the genetic integrity of the local ecosystem.</li> </ul>	RMA – Public Works & Facilities	During construction		